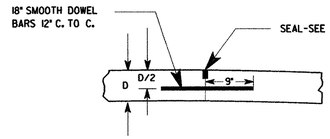
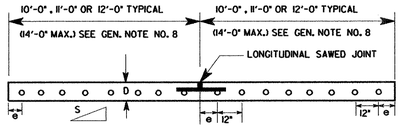
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	NHS-M002-00(434)	314	379



DETAIL A
TRANSVERSE CONSTRUCTION OR SAWED CONTRACTION JOINTS

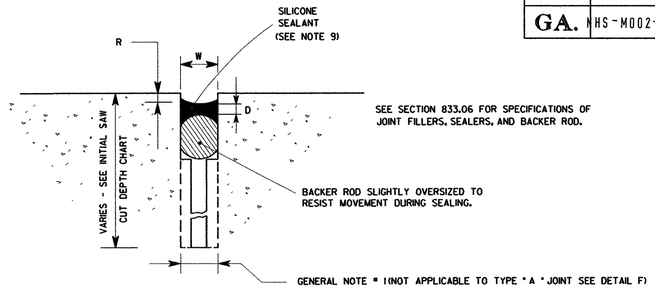
FOR DETAILS OF SHOULDER SEE PLANS



SEE PLANS FOR REQUIRED SLOPE

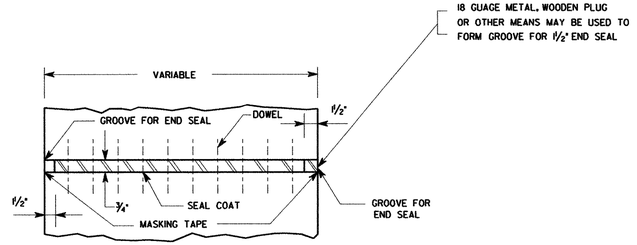
UNIFORM THICKNESS DOWELED PORTLAND CEMENT CONCRETE PAVING WITH CENTER JOINT AND TIE BARS AND 90° TRANSVERSE CONTRACTION JOINTS AT 20 FT. INTERVALS

e = 6" UNLESS SPECIFIED OTHERWISE

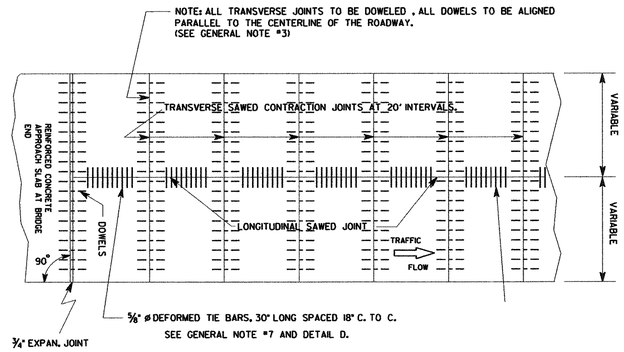


DETAIL B
CONTRACTION OR CONSTRUCTION JOINT

JOINT SCHEDULE			
TYPE	W	D	R
TRANSVERSE JOINT	1/4"	1/4"-3/8"	3/8" TO 1/2"
℄ LONGITUDINAL SAWED JOINT	1/4"	1/4"-3/8"	3/8" TO 1/2"
JOINT FOR ADJOINING LANE FOR TYPE "A" JOINT	1/4"	1/4"-3/8"	3/8" TO 1/2"



DETAIL C
PLAN OF TRANSVERSE EXPANSION JOINT BETWEEN PAVEMENT AND BRIDGE APPROACH SLAB

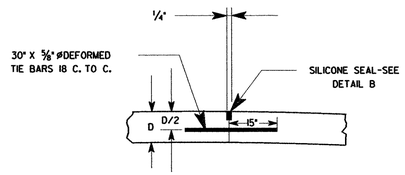


STANDARD JOINT LAYOUT

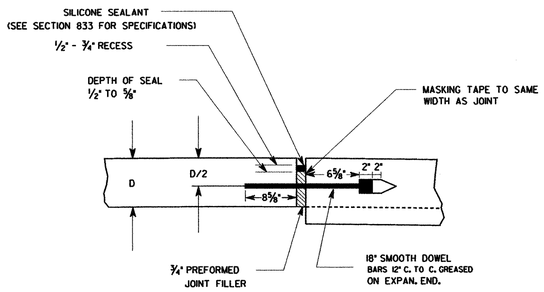
WHERE A NEW LANE WILL BE ADJOINING AN EXISTING P.C. CONCRETE PAVED LANE, THE SPACING FOR THE TRANSVERSE JOINTS IN THE NEW LANE WILL BE VARIED FROM THAT SHOWN ABOVE WHERE NECESSARY TO MATCH THE TRANSVERSE JOINTS IN THE EXISTING LANE. WHEN EXISTING PAVING JOINTS EXCEED 25 FEET IN LENGTH AN INTERMEDIATE TRANSVERSE JOINT WILL BE ESTABLISHED IN THE NEW LANE AT MID-SLAB.

REQUIRED MINIMUM DEPTH OF INITIAL SAW CUT FOR LONGITUDINAL AND TRANSVERSE JOINTS. ALL INITIAL CUTS TO BE 1/8" IN WIDTH.

DEPTH OF PAVEMENT D	DEPTH OF CUT
6"	1 7/8"
7"	2"
8"	2 1/4"
8 1/2"	2 3/8"
9"	2 1/2"
10"	2 3/4"
11"	3"
12"	3 1/4"



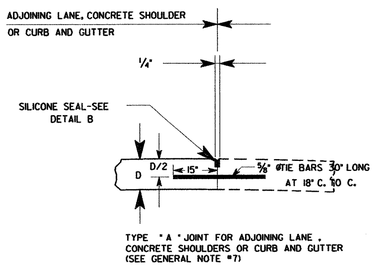
DETAIL D
LONGITUDINAL SAWED OR FORMED JOINTS



DETAIL E
EXPANSION JOINT

REQUIRED DOWEL BAR DIAMETERS

PAVEMENT THICKNESS (D)	DOWEL BAR DIAMETERS
6"	1 1/8"
7"	1 1/8"
8"	1 1/8"
9"	1 1/8"
10"	1 1/4"
11"	1 1/4"
12"	1 1/4"



DETAIL F

GENERAL NOTES:

1. THE LOCATION OF THE INITIAL SAW CUT MAY VARY BETWEEN THESE LINES.
2. CONTRACTION JOINT FOR CONCRETE SHOULDERS SHALL CONFORM WITH TRANSVERSE SAWED CONTRACTION JOINT IN MAINLINE PAVEMENT.
3. TRANSVERSE JOINTS SHALL BE PERPENDICULAR TO THE CENTER LINE OF THE LANE BEING PLACED, EXCEPT WHERE NEW LANES ARE PLACED AGAINST EXISTING LANES WITH SKEWED JOINTS. THE NEW JOINTS WILL MATCH THE SKEW OF THE EXISTING PAVEMENT.
4. JOINTS IN ACCELERATION AND DECELERATION LANES ARE TO COINCIDE WITH MAINLINE JOINTS, BUT MAY BE NORMAL TO ACCELERATION OR DECELERATION EDGE.
5. SEE GA. STD. SPECIFICATIONS (SEC. 430) FOR TOLERANCE ON DOWELS.
6. IN CASES WHERE CONCRETE CURB AND GUTTER IS PLACED ADJACENT TO A CONCRETE ROADWAY SLAB, THE LONGITUDINAL JOINT SHALL BE SAWED AND SEALED OR FORMED AND SEALED AS A LONGITUDINAL JOINT AS SHOWN BY THIS STANDARD.
7. NO TIE BAR SHALL BE LOCATED CLOSER THAN 18" TO A TRANSVERSE JOINT. WHERE NEW CONCRETE WILL BE ADJOINING EXISTING CONCRETE, DO NOT TIE NEW CONCRETE TO EXISTING CONCRETE.
8. SPACING BETWEEN LONGITUDINAL JOINTS SHALL NOT EXCEED 14'-0". RAMP PAVEMENT SECTIONS OVER 14'-0" WIDE SHALL HAVE A LONGITUDINAL SAWED JOINT ALONG THE CENTERLINE.
9. WHEN SELF LEVELING SILICONE SEALANT IS USED, TOOLING OF THE SEALANT TO OBTAIN A CONCAVE SURFACE IS NOT REQUIRED IF SEALANT MEETS DIMENSIONS OF DETAIL B.

BY	REVISIONS	DATE
RMC	REV. GEN. NOTE 3 & 7 1/4" TRANSVERSE JOINT	8-9-02 4/3/2000

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
JOINT DETAILS FOR
PORTLAND CEMENT CONCRETE PAVING

NO SCALE — REV. & REDRAWN MAY 1996

DES. _____ DRW. _____ REV. _____ CHK. _____

(SUBMITTED) _____ STATE ROAD & AIRPORT DESIGN ENGINEER

(APPROVED) _____ CHIEF ENGINEER

NUMBER 5046H